

## **2003 Preliminary Data\***

### **Traffic deaths and travel - year-to-date through March 31, 2003 Preliminary Five-year trend**

	2003	2002	2001	2000	1999	'03 chg from prev 4-yr avg	'99- '02 4-year average
Deaths	110	149	141	133	139	-21.7%	140.5
By urban/rural areas++							
Urban	33	45	44	45	44	-25.8%	44.5
Rural	77	104	97	88	95	-19.8%	96.0
By road types							
Interstate highways	7	17	22	18	10	-	16.8
State/US highways	40	46	48	56	55	-22.0%	51.3
County roads	36	50	37	26	40	-5.9%	38.3
City streets	27	34	30	32	31	-15.0%	31.8
Other roadways	0	2	4	1	3	-	2.5
Statewide Travel**	n/a	12.76	12.25	12.26	11.95	-	12.3
Death rate+							
Statewide (all roadways)	-	1.17	1.15	1.08	1.16	-	1.1
Status of persons killed							
Vehicle occupants	94	119	114	113	119	-19.1%	116.3
Pedestrians	13	21	20	13	14	-	17.0
Motorcyclists	1	6	5	4	5	-	5.0
Bicyclists	2	3	2	2	1	-	2.0

Fatalities for 2003 reported as of 04/03/03; number is subject to change as additional reports and revisions are received. The preliminary numbers may reflect changes in transmittal practices. Figures from previous years are also preliminary at the close of March.

\*\*Vehicle miles traveled by all types of motor vehicles. In billions; mileage estimated by WTSC based upon preliminary data from WSDOT.

+ Deaths per 100 million vehicle miles traveled.

++ Urban/Rural as reported by WSP. The WSP urban/rural indicator is based on city boundary and population. For cities over 25,000 population, it is urban within city limit. Unincorporated area is rural. For cities under 25,000 population, both incorporated and unincorporated areas are rural. The WSP urban/rural definitions differ from that by FHWA.

Source: WSP, WSDOT